



An Air Force twin-turbine "Huey" helicopter lands at the newly certified Missoula Community Hospital Helipad. The chopper, stationed at Fairchild Air Force Base was on a mercy flight to transport an infant to Spokane for heart surgery. This landing took place less than one-half hour after the conclusion of certification ceremonies at the helipad.



DIVISION

OF

AERONAUTICS

FLASH FLASH FLASH FLASH FLASH

Vol. 25 — No. 5

SEARCH AND RESCUE SEMINAR

Twenty-five representatives of the Federal Aviation Administration, the Division of Aeronautics and the Civil Air Patrol attended a special search and rescue notification seminar at the Yogo Inn in Lewistown on May 15. The program, presented by Jack Wilson, Safety and Compliance Chief of the Montana Division of Aeronautics, was designed to unify the procedures by which Flight Service Stations and other FAA facilities notify the Division of Aeronautics when an aircraft is believed to have gone down. The Division of Aeronautics is responsible for air search and rescue through designated volunteer search coordinators.

Assisting Mr. Wilson with the presentation were Ken Goodsell, Chief of Billings GADO and Major Richard Harwood, USAF Liaison Officer. There was a free exchange of ideas and plans to the mutual benefit of all. Director Mervyn Martin of the Rocky Mountain Region FAA was represented by Roger W. Alwood, Air Traffic Control Division, FAA, Denver.

Since federal law now requires emergency locator transmitters to be installed in all aircraft, the number of ELT's in use has grown tremendously. Growing along with the

numbers of ELT's has been the number of accidental ELT triggerings. Jon Ellsworth, Chief of the Billings Flight Service Station and "Speed" Normand of the Billings Civil Air Patrol, showed some experimental equipment that they have developed on a volunteer basis which may be used to locate ELT's from both ground and air. Their equipment uses a directional antenna and a Vu meter. Jon Ellsworth has offered to give complete information on the system. Anyone interested can write or phone him at the Billings Flight Service Station.

Another meeting will be held June 8, sponsored by the CAP. Please see further information elsewhere in this issue.



Left to right: Worthie M. Rauscher, Deputy Administrator, Montana Division of Aeronautics; Jon Ellsworth, Chief, Billings Flight Service Station; Jack Wilson, Chief, Safety and Compliance Bureau, Division of Aeronautics; and Speed Normand, member of Billings Civil Air Patrol.

↓ ↓ ↓ ↓ ↓ May, 1974
Letters to the Editor

William E. Hunt, Administrator
Division of Aeronautics
Helena, Montana 59601
Dear Mr. Hunt:

In response to your departments interest in the Meadow Creek Airstrip I have made the following decision.

A review of responses to the Flathead Wild and Scenic River Proposal and the Spotted Bear River Planning Unit shows considerable interest and a wide difference of opinion concerning the future of the Meadow Creek Airstrip. I believe there is sufficient conflicting interest in the airstrip to require a specific environmental statement. This should give us an opportunity to present more information to interested groups and provide them with better considerations on which to base their opinions.

The airstrip will be inspected soon to determine the present condition and maintenance needs. If necessary a NOTAM temporary closure will be placed on the airstrip.

The Spotted Bear District Ranger is presently negotiating for maintenance arrangements which would permit us to reopen the airstrip, pending a final decision to be reached through the environmental statement process.

/s/ E. L. CORPE
Forest Supervisor

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

**Thomas L. Judge, Governor
Frank McChesney, Director
Martin T. Mangan, Deputy Director**
Official Monthly Publication
of the

DIVISION OF AERONAUTICS
City/County Airport
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Worthie M. Rauscher,
Deputy Administrator

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Edited by: **Bernice M. Peacock**



**DILLON WEATHER
INFORMATION**

The Dillon area weather station has been relocated from a residence north of Dillon to the Beaverhead County Airport. With the station at its previous location a considerable distance from the airport and at a lower elevation in the Beaverhead Valley, the weather observations were not as useful from an aviation standpoint as they might have been. In its new location on the airport that station will provide a much truer picture of current wind speed and direction, altimeter setting, etc.

This coupled with the newly installed unicom, represents a significant improvement in services offered to the flying public in the Dillon area.

*Administrator's
Column*

The Gallatin Valley Hangar of the Montana Pilots Association, under President James Monger, together with his wife Pat, are to be congratulated on a fine convention held at Big Sky May 10 and 11. All who attended seemed to enjoy the fine program, and the banquet Saturday evening was attended by between 125 to 150 people. Elsewhere in the newsletter there is more about the convention.

One of the interesting discussions held concerned airplane taxes and Professor Charlie Bowman of Montana State University gave an interesting and concise rundown of one man's efforts to do something about the airplane tax. He started his case by protesting the payment of tax and then following through with appeals to the various tax boards then into the Helena District Court where the matter now is pending decision.

One of the interesting and gratifying things about the convention was the schedule on which it was run. Everything started and stopped very close to the time set in the agenda and this allowed for some time for everyone. We of the Aeronautics Division used our time to discuss several matters very briefly with some emphasis on the co-called "Arizona Plan" concerning aircraft taxation, urging all of the airplane owners to take a look at this Arizona law that has very successfully funded airport projects in that state while at the same time equalizing the aircraft tax throughout the state, collecting from more aircraft than ever before with an ultimate reduction in tax levies for the local sponsors. Hopefully all interested persons, whether aircraft owners or not, will examine this plan in some detail to see if it is worthy of their support.

Airport reports, and in particular Meadow Creek, received emphasis during the presentation by Worthie Rauscher, who urged that the association examine it as a recreation and

emergency strip. There was much discussion among the membership with a motion adopted that the association support these efforts and the efforts of the Division of Aeronautics to maintain the air strips where possible.

Airmen as a group are as environmentally oriented as any other group and do not wish to build airports everywhere and anywhere just to be building airports, but when a strip exists that serves an area without damage to the environment or the ecology, and serves a useful purpose, then it should be maintained, and that is the position of the Aeronautics Division too.

**YELLOWSTONE
AIRPORT OPENS**

By **VERNON L. MOODY,**
Chief Airport Operations Bureau

The Montana Highway Department plowed the access road to the terminal building April 22, 1974. At that time the snow depth was over two feet on the level. However, at this time all of the snow is gone and the airport is clean. The runway and taxiways have never been plowed and this is the earliest date they have ever been clear for use.

The caretaker has prepared the terminal building for the summer and Western Airlines' first flight is scheduled for May 24, with Frontier Airlines starting June 1.

Ted Mathis will return as Airport Manager. All services will be available, including three car rental agencies, bus transportation to West Yellowstone and through the Park, and a cafe operated this year by Elizabeth Bailey of West Yellowstone. The cafe will open in time for Western's first flight.

Yellowstone Aviation, Inc., of Idaho Falls, Idaho, has purchased Interwest Aviation and Leon Garner will be in charge of the operation at Yellowstone Airport. All fuels will be available during daylight hours.

Flight plans may be opened or closed in the air by radio to the Idaho Falls Flight Service station on a fre-

GREAT FALLS RADAR APPROACH CONTROL BULLETIN

A revised procedure will be started at Great Falls, Montana on May 14, 1974. A cooperative effort on the part of all pilots will help to improve the degree of safety in the airport environment. Furthermore, this program is designed to provide noise relief to the airport neighbors. A recent near midair collision study indicates that the most hazardous mix of controlled and uncontrolled aircraft occurs in terminal areas. The largest concentration of aircraft occurs within a radius of approximately 15 miles of the airport and at altitudes up to and including 4,000 feet.

This revised procedure is intended to reduce, as much as possible, the exposure of high performance airplanes to uncontrolled aircraft. To the extent possible, inbound IFR airplanes will be kept at 9,000' MSL or higher until a normal rate of descent can be started which terminates in a landing. This will normally involve maintaining 9,000' MSL until entering the jet descent area.

Pilot cooperation will help, in some measure, segregate turbojet airplanes from the uncontrolled aircraft. The procedure has been established for instrument approaches, but should work equally well for aircraft operating VFR. Normally the high performance airplanes will follow these prescribed flight paths, and if the uncontrolled aircraft avoid these areas as much as possible, exposure will be reduced. Reduction of exposure should improve safety, which is the primary concern of all of us. Your cooperation is solicited in making these procedures work so that total effectiveness may be realized.

Radar traffic advisories into/out of Great Falls:

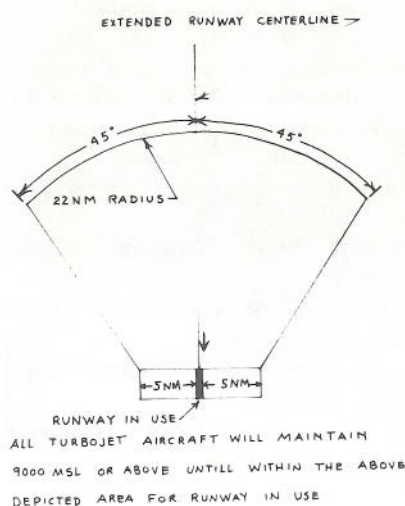
118.1 arrival
121.1 departure

For VFR Radar traffic advisories into Great Falls, Call Great Falls Approach Control on 118.1.

SW—Cascade, Square Butte or Ulm
East—Geyser, Belt
NE—Highwood, Shonkin
NW/West—Vaughn, Power,
Dutton

For VFR Radar traffic advisories from Great Falls, call Great Falls Approach Control on 121.1.

Shown below is a typical active runway in use, pie shaped, jet descent area.



FLY-IN PLANNED FOR HYSHAM

American Legion Post #92 is planning a fly-in breakfast and air show June 9, 1974 in Hysham. They have asked that a cordial invitation be issued to the Flying Farmers meeting the same day in Big Timber to attend. A pancake breakfast will be served at the community center and transportation will be available at the airport from 9:00 a.m. until 12:00 when the breakfast terminates. Price will be \$2.00 each or \$5.00 for the family.

An aerobatic display will be given by Phil Petric of Sidney, and there will be skydiving, spot landing, and flour bombing contests, as well as a formation exhibition.

Those interested in attending can secure further information from Lee R. Howard in Hysham, home phone 342-5461, business 342-5322, area code 406.

MAY MEETING OF BOARD OF AERONAUTICS

On May 10 the Aeronautics Board met in Helena and discussed several matters. Jack Wilson reported on the search for the Canadian aircraft that was located south of Butte in the

Highland Mountains. He commended the searchers for their devotion to finding these people and the hard work to make certain that the survivors had the best of care until ground personnel could reach them.

Vern Moody gave a report on Yellowstone Airport and this is covered elsewhere in the paper.

Administrator Hunt reported that for the past five years expenditures of the Division had exceeded the income by 403,535.77. Much of this deficit was capital expenditures for airports and has not affected the loan program and will not in the foreseeable future. However, more and more communities are indicating that they want to develop existing airports and indicate that they will be asking for funds and it is apparent that there may have to be an additional source of income to help the local communities meet their requirements. Hunt said that he thought the Arizona plan would be a very effective way of doing this.

Hunt again pointed out to the Board that the fuel tax has declined from its high of over \$700,000 in the mid 60's to less than \$350,000 as of the present date but increasing demands for aviation facilities, plus inflation, make it absolutely essential that some additional method of helping communities fund airports must be devised in order to take advantage of the surplus of federal funds collected through the users tax that Montana is now unable to take advantage of for lack of matching funds.

He reported that there was a program to develop a zoning law for airports that would enable all sponsors to protect the areas within the airport boundaries and the surrounding areas so that airports could continue on a solid good neighbor basis without becoming a nuisance to the community and vice versa. This law after it is developed must be submitted to other agencies of the state for their comment as well as local communities and it is not anticipated that it would be ready by the 1975 legislature but work is progressing

(Continued on Page 6)

MONTANA PILOTS ASSOCIATION CONVENTION

The Gallatin Hangar of the Montana Pilots Association, under the capable direction of its president Jim Monger, hosted a successful MPA Convention at Big Sky, Montana May 10 and 11, 1974.

A board of directors meeting started at 4:00 Friday afternoon, followed by a champagne party sponsored by Northwest and Frontier Airlines. At the Saturday morning breakfast session Gus Raam, President of Big Sky gave an informative talk about the development of Big Sky and explained some of the difficulties they have encountered.

The business meeting followed with statements by MPA President Tuck Barrett, Airplane Tax Committee Chairman Charlie Bowman, Aeronautics Division Administrator Bill Hunt, and Deputy Administrator Worthie Rauscher. Hunt and Rauscher spoke concerning the Arizona aircraft taxation plan, and Meadow Creek airstrip. After discussion among the membership, the association adopted a motion to take necessary action to reopen the Flathead Wild and Scenic Rivers hearing to present new facts as now known to cause Meadow Creek Airport to remain open.

Separate luncheons were held for the men and ladies, with the latter enjoying an accessories demonstration.

Al Newby gave a brilliant demonstration of aerobatics in his Great Lakes trainer biplane, while the Neils brothers of Libby added further thrills with their glider demonstration.

The banquet took place Saturday night with Jim Monger as master of ceremonies. Many awards and presentations were made. Norman Rasmussen received the \$100 Mechanic of the Year Award and it was accepted by Chris Kolstad for Norm who could not be there. Ike Hoover, Deputy Director of the Rocky Mountain Region FAA presented an award to Les Severance of the Helena GADO Office for outstanding efforts in FAA

activity. Mr. Severance accepted on behalf of the cooperation of the whole office which he said made the award possible. Wallie Blain of Joliet received the Bent Prop Award; R. William McKenzie, Butte, received the Junior Pilot Award, and the Bill Matthews Award was presented to Gary Coleman of Missoula. The Outstanding Senior Pilot Award went to Bob Johnson of Johnson Flying Service, Missoula, and was accepted by Gary Coleman.

New officers for the coming year are as follows:

President—Robert Wheatcroft, Sand Springs.

Western Vice President—Dr. Milton Small, Great Falls.

Eastern Vice President—Jerry Coldwell, Jordan.

Directors—John Patten, Helena; Frank Stoltz, Miles City.

Treasurer—Morris Rudio, Billings.

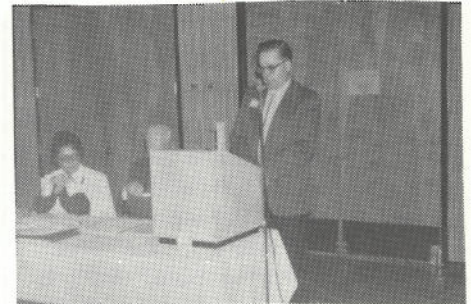
Secretary—Betty Shanor, Eureka.



Newly elected officers: Left to right, Morris Rudio, Treasurer; Bob Wheatcroft, President, Tuck Barrett, Holdover Director; Jerry Coldwell, Eastern Vice President; Betty Shanor, Secretary; Dr. Milton Small, Western Vice President.



Jim Monger, Gallatin Hangar MPA President, and wife Pat, general directors of the 1974 MPA Convention, visiting with Jack Willis, Billings MPA member.



Charles C. Bowman, Gallatin Hangar MPA, reports on Aircraft Taxation Suit against the State Department of Revenue and others.



Audience listening to Charles Bowman's talk on airplane tax.



Outgoing MPA President, Tuck Barrett, receiving past president's pin from new President Bob Wheatcroft.



Isaac H. Hoover, Deputy FAA Rocky Mountain Region; Presenting GADO Award to Lester E. Severance, Chief, Helena GADO Office.

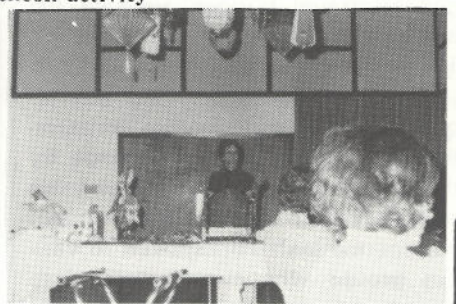
ABOVE PHOTOS COURTESY OF
MORRIS RUDIO, BILLINGS HANGAR
MPA



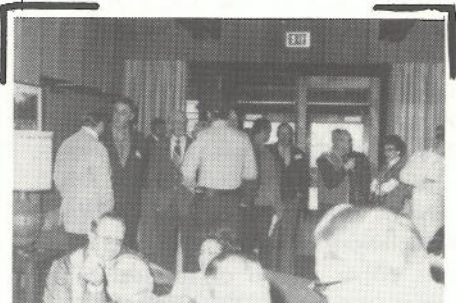
Al Newby performing in his
Great Lakes Trainer



Ladies luncheon activity



Banquet head table



Moments of sociability



Friday night champagne party



as rapidly as possible.

Hunt said that the aircraft pool was working fairly well and there was a high utilization of aircraft. He said that he expected that the aircraft pool bill introduced by Senator Lowe in the last legislature and signed by Governor Judge after passage through both houses would do much to transfer aircraft costs from the earmarked revenue fund to the general travel budget. He said the bill would become effective July 1, 1974.

An effort to respond to the request of local communities for aviation information has been made by the Division according to Hunt. He said that both he and other members of the staff had spoken to various groups whenever requested to do so and met with airport boards and county commissioners where possible. He hoped that this would be an increasing activity by the staff members as local communities find out that the Division members desire to meet with them on any occasion.

There was a discussion of whether or not it would be worth while to send a representative to the "Aviation Listening Session" scheduled May 16 in Washington, D. C. Board member Bill Merrick of Bozeman received an invitation to attend this meeting and to the knowledge of other board members present and the staff of the Division of Aeronautics no other invitations had been mailed. The normal routine for handling such matters would be for Montana to request that the Vice President of the Region for the National Association of State Aviation Officials either attend or request representation from the Association's Washington office. Hunt reported that this had been done and we are awaiting word to see if we would have someone at the meeting. The Listening Sessions are sponsored by the FAA and attended by the Administrator Alexander Butterfield and members of his staff to listen to the people of general aviation concerning the airway systems and in fact any other matter that a general avia-

tion person might want to make certain the FAA is aware of either by way of complaint or approval. None of the Board members indicated that it would be convenient for them to make the trip but Merrick said that if no one else could and we would not be represented in any other way, he would make every effort to be there.

The Board members discussed the reports to be submitted to the MPA convention at Big Sky the following day. It was agreed that there would be a very brief discussion of the activities of the Division with any remaining time allotted to the Division used for questions and answers on any subject that might be brought up.

Thomas F. Kiely who represents the MPA on the Board of Aeronautics asked that his regrets be expressed to the convention, his inability to be at Big Sky was because of personal matters in Butte. He said he was just able to come over and spend a couple of hours at the Board meeting and had to return to Butte immediately.

CRASH OF CANADIAN AIRPLANE

**By: JACK WILSON, Chief
Safety & Compliance Bureau**

On April 27 a Piper Cherokee 180 became overdue on a flight from Butte to Dillon. Four young people from Regina, Saskatchewan who had traveled from Regina via Great Falls to Butte where they had remained overnight the 26th of April, had proceeded on their way to Mexico at approximately 10:15 on the morning of the 27th. Weather was rainy and there was low overcast over most of the area along their path of intended flight and they were unfamiliar with the terrain along either one of the low level routes between Butte and Dillon. When it became evident that they had not landed at any of the fields along the route, search was begun and proceeded all day Saturday with no results. Early the next morning pilots searching the lower elevations along the intended routes of the aircraft started picking up the

emergency locator transmitter signal. The weather was still snowy with low clouds so there was no way of getting up to the location of the emergency location transmitter. Eventually a helicopter flown by Lew Harris, the Brand Inspector for the Livestock Commission, in a helicopter that belonged to Civil Defense was able to get up to the wreck at the 8400 foot level after the weather cleared. A visual signal was sighted by Tony Regorrah, the observer, and the helicopter landed on top of the ridge, and the rescuers went down to the wreckage. Subsequent to this Lew Harris in a series of flights took equipment and men up to the top of the ridge above the wreckage and the rescuers walked down and stayed all night with the two survivors. The survivors were in very bad physical condition and were cold and wet. A National Guard Helicopter was used the following morning to bring out the survivors and the two deceased. It was later learned that the emergency locator transmitter was in a suitcase and the injured passenger crawled to the back of the aircraft and activated it on Sunday morning about 23 hours after the actual crash.

The search was well organized and the well equipped search and rescue unit of the 15-90 Club aided greatly in the search. This 15-90 Club is a volunteer four-wheel drive organization in the Butte area and they certainly are well-equipped and well organized. The men who spent the night on the mountain and administered aid to the two survivors undoubtedly saved their lives by doing so. (Continued from Page 2)

quency of 123.6, or on the ground through the Enterprise number 673. Weather is available either from the Bozeman or Idaho Falls Flight Service Stations. The nondirectional radio beacon has an identifier of LOW and operates on a frequency of 338 KHz. A unicom is available on the airport, frequency 122.8 MHz.—ILS planned for construction will be commissioned some time during the next operating season.

The crash-fire-rescue complex required by the Federal Aviation Administration will be constructed this summer.

THE NINETY-NINES

By: HELEN L. DUNLOP, Chairman,
Montana Chapter of Ninety-Nines, Inc.
International Organization of
Women Pilots

Fifty-five years ago a group of women pilots gathered in a hangar at Curtiss Field, Valley Stream, New York, to organize a club to aid women in aviation—this was in a hangar amidst the noise of a Wright Whirlwind being torn down. The workers in the hangar looked at this group of 26 young women pilots with their fragile teapot and cookies on the spare parts wagon and as one columnist wrote, "The women are going to organize—we don't know what for." Choosing a name wasn't easy—they discarded such names as Gad Flies, Climbing Vines, Angel's Club, Bird Women, Skylarks and finally decided to follow Amelia Earhart's suggestion to name the club for the number of charter members. A total of 117 women who held pilots' licenses were contacted and the final number who became the charter members totaled 99—thus our name of Ninety-Nines. Amelia Earhart was the first president.

The original purpose of the organization was to coordinate the interest and efforts of women in the aviation field. Membership required an active pilot's license. At one time there were Junior members—those who had soloed, later ten hours of solo time was required. Today, in order to become a Ninety-Nine member requires an active pilot's license though if you have been a member for a certain period of time you may be a member on inactive status. This is an international organization with over 1440 members in Africa, Australia, Brazil, Canada, France, Great Britain, French West Indies, Israel, Japan, Korea, Portugal, Puerto Rico, South Africa, Sweden, Switzerland, Turkey and in all of the 50 United States.

What do Ninety-Nines do? During World War II they ferried pursuit planes, flew B29s, flew for anti-aircraft towing targets, flew simulated strafing missions, layed smoke screens, flew photographic and radio

controlled missions. Some flew engineering test flights while others pushed the cargo-laden carriers around the sky. Many taught Army and Navy cadets on Civilian Training and War Training Service programs, some became WASPS, test pilots—ferried planes for manufacturers. Today—we have Ninety-Nines who are fixed base operators, flight operators, ground instructors, mechanics, control tower operators, flight service station operators, air taxi pilots, corporate pilots, test pilots, spray pilots as well as scheduled airline pilots. Members have competed on international helicopter teams. Then there are those who work with youth in aviation programs such as Civil Air Patrol, Wing Scouts and 99's are well represented on the rosters of national aviation committees. Others work within the aviation industry in many phases of clerical work.

With the exception of the War years and the year of "gasoline shortage" the Ninety-Nines have sponsored the All Women's Transcontinental Air Race, known as the Powder Puff Derby—an annual race of approximately 2500 miles with an excellent safety record. There are a number of well known smaller races also. Air marking has been one of the national projects for many years—plus taking an active part in aviation programs in communities. Interest in national aviation museums has received active support from Ninety-Nines—there is a project being worked on now for a museum for women in aviation.

In Montana, we have one of the charter members of the original 99—Esther Combes Vance, who lives in Missoula. We have 35 members in Montana scattered from one end of the state to the other. We have two former WASP members, several flight instructors, ground instructors, some with instrument and multi-engine ratings—some with many hours and some with few. Several of our members have been contestants in the Powder Puff Derby, many have helped with the big race when it has come through Montana and

surrounding states and we have had our own Montana races. We have housewives, store owners, clerks, stenographers, dental lab technicians, nurses and teachers. The common bond of aviation has brought us together and you don't hear the usual "woman chatter" when we get together! Discussion might be on that eventful ride with Jack Hughes in the Ford Tri-Motor, the ride with Clyde Fredrickson in his Travelaire or plans for decorations for the 1975 International meeting in Coeur d'Alene being open-aired under the wing of an airplane on the airport at Jordan—or why you missed that spot landing contest at Hamilton—or the correct way to do a chandelle. This is a world we feel fortunate to have become part of—be we pros or beginners. We have touched something very wonderful in this world—just to have been a part of aviation.

—CALENDAR

May 26, 1974—ANNOUNCEMENT

—Change of date for Hebbelman Fly-in, ChCinook, Montana.

May 30—Deadline for Workshop Scholarship applications.

June 3-5—FAA Aviation Fivew Conference, Washington, D. C.

June 9—American Legion Fly-in and Air Show, Hysham.

June 9—Langhus Fly-in, Big Timber.

June 17-July 5—Aerospace Technology Class, Butte.

June 19—Flying Optometrist Association of America, Sheraton Park Hotel, Washington, D. C.

June 24-July 12—EDFD—Aerospace Education Course, MSSU, Bozeman.

July 7—Sondreson Fly-in, Polebridge.

August 11-16—International Flying Farmers, Hilton Palacia Del Rio, San Antonio, Texas.

August 21-23—Washington Airport Management Association and American Association of Airport executives Joint Meeting, Coeur d'Alene, Idaho.

October 4—FAA Golden Sentinel Team Presentation, Great Falls.



Edgar W. Lister, President of the Board of Trustees of the Missoula Community Hospital receives an Airport Operating Certificate from FAA Certification Inspector, Allen C. Butterworth, in ceremonies at the heliport on April 25 thus making it the first certificated heliport in the nation. Observing the ceremony are: (Left to Right: Vince Powers, Hospital Administrator; Lister; Butterworth; Robie B. Strickland, FAA Airports District Office; and Dave Kneeder, Montana Division of Aeronautics.

SEARCH AND RESCUE TRAINING CLASS

A six-hour training class will be held June 8, 7:30 a.m. in Helena. Location will be determined later, depending upon the response. The class will include the history and background of search and rescue responsibilities and authority, and the political implications. Also included will be a description of the techniques, and reporting requirements. It is aimed at CAP mission coordinators but would be useful to anyone involved in search and rescue. All interested individuals are welcome.

For further information, contact:

USAF-CAP-LO
Montana Wing
Fort Harrison, Montana 59636
Phone: 449-2573

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601



MAY, 1974

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